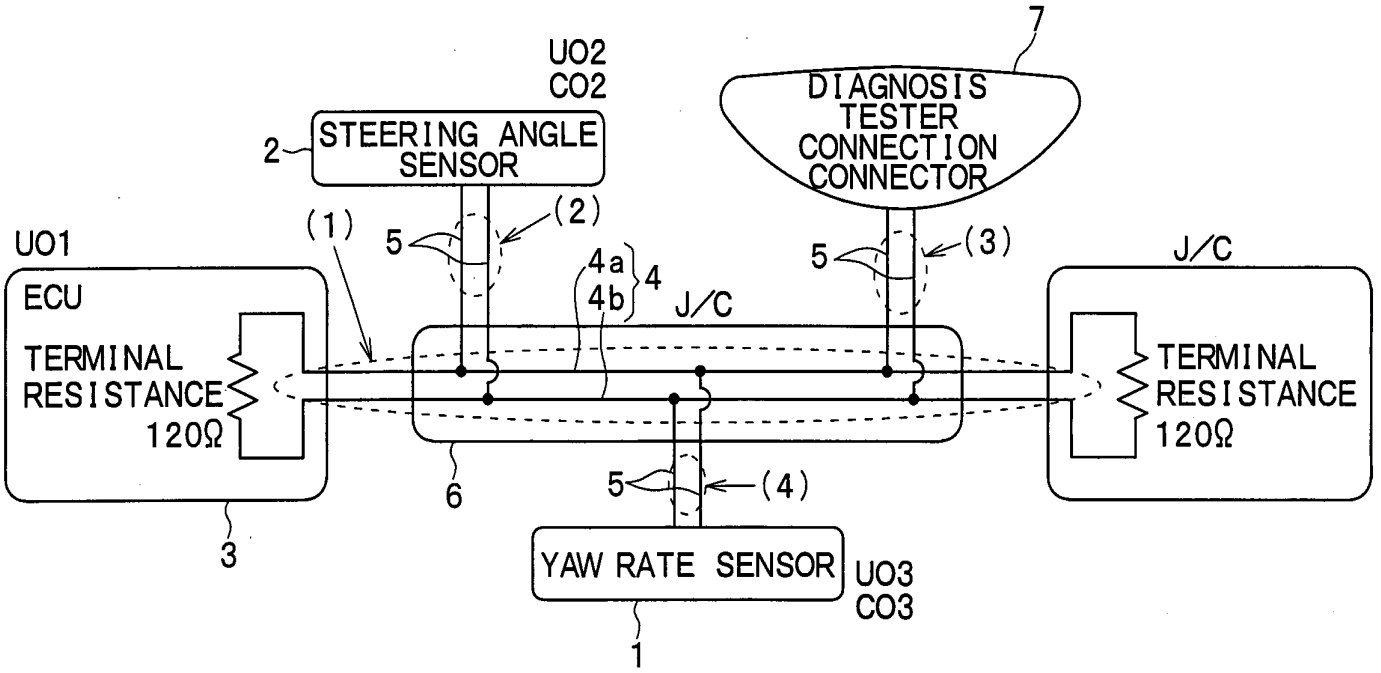
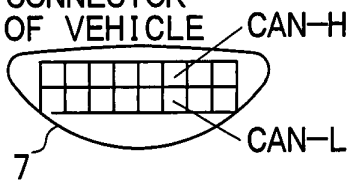

UO2
CO2
2
STEERING ANGLE SENSOR
7
DIAGNOSIS TESTER CONNECTION CONNECTOR
(1)
5
(2)
5
(3)
UO1
ECU
TERMINAL RESISTANCE 120Ω
4a
4b
4
J/C
J/C
TERMINAL RESISTANCE 120Ω
6
5
(4)
3
YAW RATE SENSOR
UO3
CO3
1

FIG.1

ABNORMALITY CODE
U01 MALFUNCTION IN CAN COMMUNICATION
U02 MALFUNCTION IN CAN COMMUNICATION WITH STEERING ANGLE SENSOR
U03 MALFUNCTION IN CAN COMMUNICATION WITH YAW RATE SENSOR
C01 MALFUNCTION IN STEERING ANGLE SESOR
C02 MALFUNCTION IN YAW RATE SESOR

FIG.2

RESISTANCE VALUE MEASUREMENT BETWEEN CAN-H AND CAN-L OF CONNECTOR



RESISTANCE VALUE	ABNORMALITY PORTION
120Ω	(1) DISCONNECTION OF CAN BUS MAIN LINE
0Ω	(1) SHORT CIRCUIT OF CAN BUS MAIN LINE (2)(3)(4) SHORT CIRCUIT OF BRANCH LINE, ECU OR SENSORS
∞	(3) DISCONNECTION OF BRANCH LINE OF DIAGNOSIS TESTER CONNECTION CONNECTOR
60Ω	NORMAL STATE OF CAN BUS MAIN LINE (2)(4) DISCONNECTION OF CAN BUS MAIN LINE OR FAILURE OF ECU OR SENSORS

FIG. 3

RELATIONSHIP BETWEEN RESISTNCE VALUE OF CAN BUS MAIN LINE AND ABNORMALITY CODES

○ DIAGNOSIS TROUBLE CODE IS OUTPUT
× DIAGNOSIS TROUBLE CODE IS NOT OUTPUT

RESISTANCE VALUE	DIAGNOSIS TROUBLE CODE		ABNORMALITY PORTION
120Ω	U01	○	(1)
	U02	○	(1)
	U03	○	(1)
0Ω	U01 U02 U03	○	・IDENTIFICATION OF SHORT CIRCUIT PORTION BY REMOVING EACH SENSOR AND ECU ・DIAGNOSIS TROUBLE CODE INCLUDING U01, U02 AND U03 IS OUTPUT
∞	U01	×	(3)
	U02	×	(3)
	U03	×	(3)
60Ω	U01	×	—
	U02	○	(2)
	U03	○	(4)

FIG. 4